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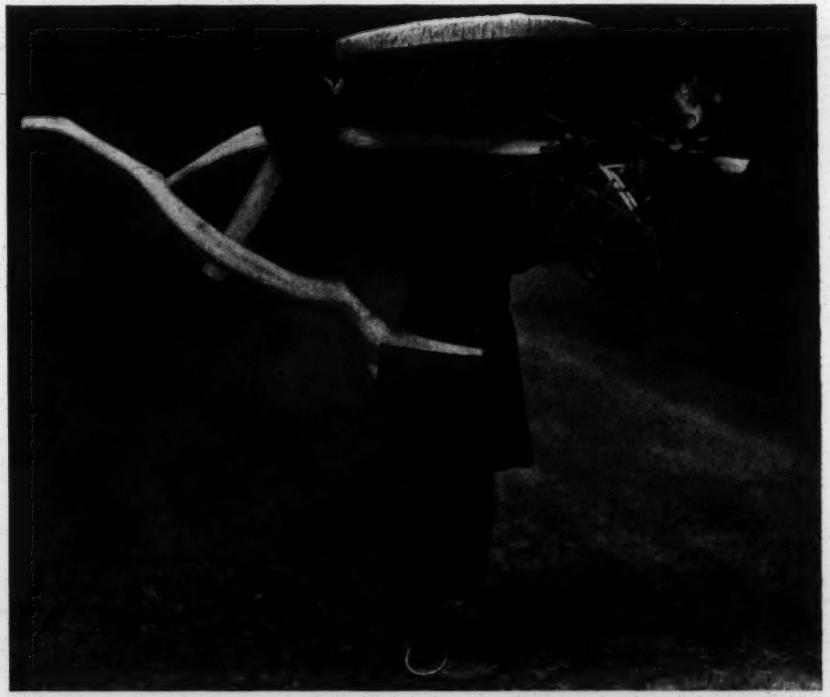

Photograph by Maynard Owen Williams

IN TONKIN, THE HAND THAT ROCKS THE CRADLE HOLDS THE PLOW

For the woman shopping in French Indo-China, a burden of one new plow, a hand-woven fiber basket of vegetables, and a knapsack is just one handful. The other hand is free to balance her tea-tray hat of palm leaves, nearly a yard in diameter. When the wooden plow gets a steel prong fitted into its tip, and is hitched to a water buffalo, the same woman may guide it through flooded rice fields (Bulletin No. 5).

HOW TEACHERS MAY OBTAIN THE BULLETINS

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General Headquarters, Washington, D. C.

Suez Clinches Egypt's 2,000-Year Tie to European Politics

THE 100-mile-long Suez Canal, "jugular vein of the British Empire," has drawn Europe's fiercest war thousands of miles away into Africa. British forces defending the canal, with a fleet based at Egypt's chief port of Alexandria, have opposed Italian forces driving into Egypt across the broad western desert, and Egypt has become a battlefield in spite of itself.

Actually the land that the Nile built has been bound to Europe's politics at least since the year 30 B.C., when Augustus added it to the Roman Empire. For more than seven centuries Egypt was tied to Roman chariot wheels. After a 1,159-year break, while the ancient land of Pyramids and the Sphinx was attached to Moslem empires, it has followed the fortunes of France and England.

Treaty Gives Britain Right To Protect Canal

Egypt's present connection with Great Britain is based on the 1936 Treaty of Alliance, which gives Britain the right to maintain troops in Egypt for protection of the Suez Canal, modern counterpart of a Mediterranean-Nile-Red Sea waterway which Egyptians had 3,320 years ago. Egypt is headquarters for the Middle East Command of the British Air Force, and for possibly the largest British fleet based outside the British Isles. The Suez Canal Company, with French and British control, pays 15 per cent of its earnings to Egypt, thus constituting one of the Egyptian Government's important sources of revenue. The bulk of Egypt's exports—fully one-third—goes to British markets.

Thus Europe's battles implicate nearly 16 million Egyptians, most of whom inhabit the Nile delta and the thin green strip of the river's borders cutting through the country's 383,000 square miles, of which 97 per cent is desert.

Thinnest segment in the lifeline of Britain's Empire, the Suez Canal unrolls its ribbon of water for 104.5 miles through desert and marshy lakes from Port Said on the Mediterranean to Suez and adjoining Port Tewfik (Taufiq) on the Gulf of Suez. A sea level canal without locks, it slices through the low Isthmus of Suez, narrow land bridge between Asia and Africa. From London to Bombay, ships log 5,500 miles less by way of Suez than by rounding Africa.

Traffic Streams Through Night and Day

Several lakes in the southern half of the canal act as "expansion chambers" to take up the tide flowing in from the Red Sea. The tide rises and falls four feet at the canal's southern entrance; the Mediterranean is practically tideless. The depth of the canal has been increased to 45 feet and the minimum width to 70 yards, allowing passage to all but the largest ocean vessels. The Sweet Water Canal, built during the construction of the main canal to bring fresh water from the Nile to the thousands of workers, parallels the Suez Canal. A road and a railway also run beside it.

Ships pass through the canal under their own power; their speed is limited to 6.21 miles (10 kilometers) per hour in places. The passage takes from 13 to 20 hours. Under searchlights, navigation goes on at night as well as by day. In a normal 24-hour period, 25 or 30 ships may pass through.

More than half of 1938 cargoes through the canal were carried in British ships. Italian tonnage ranked second; German, third; Netherlands, fourth; Norwegian, fifth; French, sixth; Greek, seventh; and Japanese, eighth.

Count Ferdinand de Lesseps was the far-sighted Frenchman who fathered

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Photograph by B. Anthony Stewart

BESIDE A PYRAMID 4,000 YEARS OLD, THE SEESAWING SHADOOF STILL SINGS AN ANCIENT SONG OF THE NILE

King Snofru, who preceded the great pyramid-builder King Cheops in ancient Egypt's Fourth Dynasty about 2720 B.C., started the Maidum Pyramid, the first to have a square base, on the left bank of the Nile south of Cairo. Its steep sides of jointed limestone rise to a peak 214 feet high in three stories. Sun-bleached dry sand surrounding the pyramid contrasts sharply with the cultivated earth in the foreground, kept dark and productive with water from the Nile-fed well. The well sweep, or shadoof, a man-powered water pump that was already old when the pyramids were new, has a weight on the opposite end to balance the bucket which lifts water into the irrigation ditch (right). As the balanced sweep swings up and down, its rhythmic creaking is music to the ears of water-cherishing Egypt (Bulletin No. 1).

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New U. S. Defense Bases: Newfoundland and Bermuda

(This is the second of a series on the defense bases.)

Newfoundland: Top Latch on the United States' Storm Doors

ONE-THIRD of the way between New York and London, Newfoundland is skirted by ships traveling the Great Circle route between the two ports, and travelers recall the chill fogs and the fleet of fishing boats hovering over the Grand Banks of Newfoundland, one of the richest cod-fishing grounds in the world. Fog and fish were once accepted as symbolic of the British island, but the move to establish a base there for United States defense has suggested new symbols.

Since the aviation era dawned on Newfoundland, Britain's oldest colony has been revealed as one of the strategic air pivots of the New World. In 1919 the first successful transatlantic fliers, Alcock and Brown, used Newfoundland as their take-off point, as did the ocean-hopping U. S. Navy seaplane, NC-4, in the same year. It likewise served Amelia Earhart in 1932 on the first transatlantic flight accomplished by a woman. Now it has one of the world's largest airfields, 30 miles east of Botwood, at Hattie's Camp. Since more than a third of its surface is covered with lakes and rivers, and its rocky coast is deeply indented with fjord-like bays, Newfoundland offers almost unlimited parking space for today's great flying boats. It has been used at times by Pan American transatlantic clippers.

This great island stopping the mouth of the St. Lawrence River, discovered in 1497 by John Cabot and later claimed for Queen Elizabeth as Britain's first overseas possession, approached the 20th century as a fishing and sealing station. Now it is the western base for more than a score of transatlantic submarine cables. Its fishing grounds bring less revenue than its paper and pulp mills, which are among the world's largest. It ranks high in some years among the Empire's copper-producing nations. Its Wabana iron mine on Bell Isle is the richest one operated in the British Empire. Its area (42,734 square miles) places it among the world's dozen largest islands.

See also: "Sealing Saga of Newfoundland" in the July, 1929, issue of the *National Geographic Magazine*. The Labrador Current and the Gulf Stream, which meet to produce Newfoundland's climate, are marked on The Society's Map of the Atlantic Ocean. See also The Society's Map of Canada. These are available at 50¢ each on paper, 75¢ on linen.

British Bermuda Has Been U. S. Naval Base Before

SOUTH and east of the Gulf Stream, and on the northern limit of the zone where sea coral grows, Bermuda is a mosaic of more than 150 cedar-green islands with pink coral beach margins, set spaciously in a turquoise sea. All the coral-built islands together (illustration, next page) have an area of 19½ square miles.

Merely an adventurer's yarn when Shakespeare called them the "still-vexed Bermoothes," the islands were populated by accident as a by-product of Virginia's colonization. Since then, they have been a strategic offshore outpost in every war affecting the United States—tempting George Washington, taunting Lincoln, and aiding Wilson. For during the World War Bermuda wore the Stars and Stripes in its buttonhole.

The westernmost islands are so grouped as nearly to encircle the land-locked

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the canal. The vital ditch was dug between 1859 and 1869, largely by hand and animal labor.

The new waterway followed the general route of several ancient canals. The Egyptians, from 1350 to 1300 B.C., dug a canal which joined the Nile with the Red Sea. In the sixth century B.C. a canal was constructed from Lake Timsah, in the center of the Isthmus of Suez, to the Gulf of Suez, via the Bitter Lakes; then water-borne traffic could reach Lake Timsah from the Mediterranean by way of the Nile Delta. Trajan restored the cut about 100 A.D. After again falling into disuse, it was restored in 640 after the Arab conquest and served shipping for about 200 years.

Great Britain obtained a large interest in the canal through the shrewdness of Disraeli, who, in 1875, engineered the purchase of the Egyptian Khedive's 176,602 shares. The canal is operated by a private business organization, the *Compagnie Universelle du Canal Maritime de Suez* (the Suez Canal Company to the English-speaking world), controlled by a board of directors made up of 19 Frenchmen, 10 Englishmen, two Egyptians, and a Netherlander. French businessmen, holding 52 per cent of the total number of shares, still wield financial control. Defense of the canal is, however, left to British armed forces. Tolls average from 10 to 20 per cent higher than those for the Panama Canal passage. Suez is the world's busiest maritime canal, although Panama has run it a close second.

Note: Additional photographs and information about Egypt, the Suez Canal, and the Nile are found in "By Felucca Down the Nile," including a two-page picture-map of the Nile, *National Geographic Magazine*, April, 1940; "Change Comes to Bible Lands," December, 1938; "Suez Canal: Short Cut to Empire," November, 1935; "Flying Over Egypt, Sinai, and Palestine," September, 1926; "The Land of Egypt," March, 1926; "Cairo to Cape Town, Overland," February, 1925; "Crossing the Untraversed Libyan Desert," September, 1924.

See also the Classical Lands Map and the Map of Africa. Copies are obtainable from The Society's Washington, D. C., headquarters at 50¢ (paper) and 75¢ (linen).

Bulletin No. 1, October 14, 1940.

Photograph by Maynard Owen Williams

SUEZ TRAFFIC RULES SOMETIMES LET SAILS OUTDISTANCE STEAM

There are a few places where the Suez Canal is so narrow that ships may not safely pass one another, although two-way traffic is the general rule. When ships pass in the southern half, where the tidal current is a factor in navigation, the vessel traveling with the tide has right of way, while the ship going against the current must tie up to the shore and wait. This rule often makes a palatial cruise ship draw aside to let a lowly tramp steamer puff proudly by. The native lateen-rigged sailboats (right) are propelled by desert winds.

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What Is Left of France

A FRANCE without Paris may be a beheaded land, but the French Government at Vichy since German occupation has nevertheless ruled a land lacking much that had been symbolic of France. The sophisticated northern cities and their luxury industries, the international shipping of the rocky northern coast, the fertile plains of Picardy, the slow-changing picturesque regions of Brittany and Normandy —these are not to be found in the southern shrunken fragment of the country left unoccupied by German forces.

The fraction of France which the French Government retains is approximately 43 per cent of the nation's area, or about 91,000 square miles. Marseille and Lyon, respectively the second and third largest French cities, are in the unoccupied region.

Where Wine, Cheese, and Spas Are Big Businesses

Unoccupied France is a thick crescent curving around the Mediterranean from the Alps to the Pyrenees, including the renowned Riviera, the nation's No. 1 port of Marseille, the wine lands of Languedoc and Gascony, the industrial valley of the Rhône, and the highland pastures of Auvergne. This southern segment keeps for France only seven of her seventeen cities of more than 100,000 people, only one of her highly industrialized districts, one of her smaller mineral resources—aluminum —and most of her two leading wine-producing regions. Of her three coasts, only the Mediterranean's lagoon-lined shores remain, dominated by the commercial giant of Marseille in the center (illustration, next page), between the naval base of Toulon on the east and Sète on the west.

Vichy, the temporary capital, is a town of 20,000 population, which in peacetime has annually grown to 75,000 during the "season," for mineral springs discovered there by ancient Romans have made the town an internationally famous spa.

Less densely populated than the north, southern France is predominantly rural, concerned with poultry, *pâté de foie gras,* tobacco, truffles, pine timber from the Atlantic coastal Landes, world-famous cheese made from ewe's milk and ripened in the limestone caverns of Roquefort. The chief pursuit is the growing of wine grapes, which accounts for more than 70 per cent of France's wines.

Gave Name to Limousines

Core of diminished France is the country's high central plateau, which slopes gradually from the volcanic mountain cones of Auvergne to the Rhône Valley in the east, the Loire Valley in the north, and the Garonne in the southwest. The highlands, scene of the opening of the erstwhile best-selling novel *Anthony Adverse,* are generally pastoral, dotted with the sites of such specialized industries as the famous tapestry and carpet factories of Aubusson, the porcelain and enamel works of Limoges, the bottling of spring water at the historic spa of Vichy, or the Michelin automobile tire factory of Clermont-Ferrand. There is the Limousin district, which gave its name second-hand to the modern limousine, when early covered automobiles seemed to be wearing a *limousine,* or all-enveloping shepherd's cloak of the region.

Provence, in the extreme southeastern corner of France, has a perfume industry based on acres of roses and carnations, beds of Parma violets in orange groves, and the luxuriant mimosa and orange blossoms growing in the subtropical resort climate around Nice and Grasse. Just as the bulk of the wine grapes ripen in

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waters of the Great Sound, largest of three sea-lakes enclosed within the cluster. Travelers know the Sound, as all cruise ships navigate carefully through its island-studded waters to reach the harbor of Hamilton, Bermuda's capital and chief port. It is the Sound that is referred to most frequently in connection with plans for the American defense base. It offers about eight square miles of sheltered water, varying in depth from 18 to 66 feet. Its greatest width is some three-and-one-half miles.

At the northwestern side of the Sound's entrance stands Britain's little watchdog of the mid-Atlantic, fortified Ireland Island, with the barracks, half-mile dockyard, floating dock, and repair shops for the "America and West Indies Squadron" of the British Navy. Darrell's Island, also in the Sound, is base for Pan American clipper planes.

On January 16, 1918, Bermuda temporarily turned over two Great Sound islands to the United States to serve as Base 24 for the U. S. Navy in the World War. Thereafter Bermuda was a stop-over for the U. S. Navy's "splinter fleet," the "peanut armada" of 120 wooden submarine chasers only 110 feet long which combatted submarine warfare in European waters. Without capacity for fuel for the entire transatlantic trip, the sub-chasers put in at Bermuda for supplies and repairs both going and coming.

A Bermuda base gives the United States a mid-Atlantic outpost 640 miles east of the nearest point on the American coast, at Cape Hatteras. Bermuda is 673 miles from Norfolk, 697 from New York, and 668 from Boston. The nearest land east of Bermuda is the Azores island group, 1,790 miles away.

Note: Additional material about Bermuda will be found in "Happy Landing in Bermuda" (in which there is a two-page aerial photograph showing for the first time the entire colony of Bermuda on a single negative), *National Geographic Magazine*, February, 1939. Other sources are: "A Half Mile Down," December, 1934; "Depths of the Sea," January, 1932; and "A Round Trip to Davy Jones's Locker," June, 1931.

Bulletin No. 2, October 14, 1940.

Photograph by Emil P. Albrecht

BERMUDA'S BONES ARE CORAL-MADE

Lying at the northern limit of the coral zone, Bermuda's islands consist of a limestone crown on the head of a drowned mid-ocean volcanic peak; pulverized coral and shells form the hard limestone of all its above-water portions. Living coral rings the islands with an oval reef, which serves as an outer bumper to keep the full force of ocean storms from reaching the sheltered waters lapping the Bermuda shores. Waves, nevertheless, gouge out the limestone into resounding caves and columns, such as the Cathedral Rocks (above) of Somerset Island.

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The Census and The American Scene

UNCLE SAM'S family portrait of 1940 shows that the United States has 131,409,881 inhabitants, according to the recent preview of this year's census figures.

The nation retains its place as the world's fourth, on a population basis, following in the wake of crowded old China, teeming India, and the U.S.S.R. The closest of the smaller rivals are Germany and Japan.

Virginia Started at Head of the 1790 List of States

The new census milestone marks the nation's growth by 127,480,667 people since the toddling United States infant took its first census in the year 1790. There are nine States this year each of which has more people than the entire country held a century and a half ago.

At that time the agricultural wealth of Virginia made the Old Dominion, so recently converted to democracy from its royalist loyalties, the nation's most populous State, with 747,610 people. The bulk of the population hadn't yet wandered far from the Mason-Dixon line; Virginia, Pennsylvania, North Carolina, and Maryland ranked respectively first, second, third, and sixth. Massachusetts and New York took fourth and fifth places. Only two of those are still among the foremost six today.

1940 Rank	State	1940 Population	1930 Population	1930 Rank
1	New York	13,379,622	12,588,066	1
2	Pennsylvania	9,891,709	9,631,350	2
3	Illinois	7,874,155	7,630,654	3
4	Ohio	6,889,623	6,646,697	4
5	California	6,873,688	5,677,251	6
6	Texas	6,418,321	5,824,715	5

More recent changes since 1930 have altered the rank of only one of the six most populous States—California, which this year supplanted Texas in fifth place. California made the greatest gain in actual number of inhabitants (illustration, next page), although both Florida and New Mexico showed a higher percentage of increase.

Of 92 Cities, Miami and Washington Grew Most Rapidly

Six States lost population instead of gaining—South Dakota, North Dakota, Nebraska, Kansas, Oklahoma, and Vermont. Generally, the rate of increase was higher in the South.

From the little 1790 nation which was 95 per cent rural, the United States has grown to be a land of cities; 1940 found 92 cities with more than 100,000 inhabitants. Now only 24 per cent of the people are directly supported by farms. While five of the 11 largest cities lost population, Miami, Florida, showed the highest rate

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Languedoc, curving westward from Marseille, most of the olives grow in Provence, which sweeps away eastward from Marseille up to the Alps. The resort cities, such as Cannes and Nice along the internationally popular Riviera, suffer serious losses when isolated from foreign trade.

Coal beds in the Loire Valley, although a minor fraction of France's total supply, have furnished fuel for a "little Lorraine" around the industrial city of St. Étienne, where iron and steel become guns, machinery, tools, and locomotives. The greatest industrial center of southern France, however, is Lyon, the country's silk capital, and headquarters for the lace and textile manufacturing of the Rhône Valley.

The distinctive mineral wealth is bauxite, the ore of aluminum, named for the site of early mines near Baux, in the neighborhood of Arles in the Rhône Valley. The southeasternmost corner of France, north of Nice, has yielded in recent years a large part of Europe's bauxite requirements. Some aluminum is made in local plants run by waterpower from the French Alps. The Rhône delta west of Marseille, primarily a little "cow country," is the site of a magnesium industry, which extracts the strategic light-weight mineral by electrolysis from the salt beds of Mediterranean lagoons.

The medieval walled town of Carcassonne is a monument to the region's history, which records also the last stand of the Gallic chieftain Vercingetorix against Caesar, the birth of Lafayette, and the discovery of Europe's Stone Age ancestor, Cro-Magnon man.

Note: For material on the area included in "Unoccupied France," see the following articles in the *National Geographic Magazine:* "Skyline Drive in the Pyrenees," October, 1937; "Across the Midi in a Canoe," August, 1927; "Carnival Days on the Riviera," October, 1926; and "Camargue, The Cowboy Country of Southern France," July, 1922. For place names in this area see The Society's Map of Europe, which appeared as a supplement to the May, 1940, issue of the *National Geographic Magazine* (50¢ on paper; 75¢ on linen).

Bulletin No. 3, October 14, 1940.

Photograph by W. Robert Moore

MARSEILLE'S CHÂTEAU D'IF IMPRISONED THE COUNT OF MONTE CRISTO

The prison in which Dumas confined the hero of his novel was built four centuries ago to protect France's chief Mediterranean port, Marseille, from Spanish attack on an island in the harbor. Today Marseille is the only important French port left unoccupied by German forces.

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French Indo-China, France's Greatest Possession in Asia

THE magnet attracting American attention to Asia is the rich and helpless colony of French Indo-China, cut loose from the protection of France and exposed to Japanese penetration. The State Department of the United States has expressed strong disapproval of steps which would upset French Indo-China's *status quo*.

Larger than France and England combined, the spacious tropical realm of France-in-Asia lies sandwiched, as its name implies, between the great Asiatic giant countries of India and China, with Thailand (Siam) wedged in on the west. It is about 750 miles west of the Philippine Islands across the China Sea.

Missionaries Won Land of Rice and Rubber

The French invasion in 1858-1862, by which French sovereignty was introduced, came about because French missionaries in the country were persecuted. The first region to pass under French control was Cochin-China, which forms less than one-tenth of Indo-China. Cochin-China is now rated as a French colony, while the rest of Indo-China is divided into four protectorates, with about 300 additional square miles leased from China.

Sharing honors with Burma and Thailand as greatest exporters of rice, Indo-China annually ships about 1,750,000 tons, half regularly going to China, which is itself the greatest producer and consumer of rice in the world.

Indo-China ranks third or fourth in the world production of rubber, which is the largest import into the United States from that country. In 1938 the rubber shipped to the United States was worth $6,750,000. This gave Indo-China fourth place in supplying rubber to the United States, with British Malaya, the Netherlands Indies, and Ceylon leading.

Angkor Wat Relic of Lost Civilization

The country has extensive coal deposits. Its underground wealth also produces zinc, tin, and wolframite, the ore from which tungsten comes. All of these minerals enter into Indo-China's export trade, which totals more than $100,000,000 a year.

Fewer than 50,000 Europeans live in Indo-China. The Chinese inhabitants number 350,000, including many rich merchants, and there are other foreigners from Asia. The native population is 22,875,000, about half the population of France. The Indo-Chinese are followers of Buddha for the most part; about a million profess Christianity.

This territory of 285,000 square miles is ruled by a French governor general, assisted by the colonial governor of Cochin-China and the resident superiors for the four protectorates. Hanoi is the seat of government, and Saigon is the principal port. Saigon has a harbor large enough to berth forty to fifty large ships. With its boulevards and palatial homes it is a substitute Paris for the exiled French. It has sidewalk cafés with gay awnings, all-night restaurants, and jazz orchestras. Here are operas, Parisian gowns, and all the luxuries of the French capital, with thousands of motor cars.

River steamers traveling up the Mekong, the Tonle Sap, and its lake carry passengers to the ancient city of Angkor and the famous Khmer temple of Angkor Wat, perhaps the best preserved example of 12th century Brahmin architecture. There is also a motor road, passing through rubber plantations, that connects Saigon with Angkor, where crumbling stones recall a civilization already vanished.

French capital invested in Indo-China is estimated at more than $150,000,000.

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of increase—54 per cent. Washington, D. C., with the second highest rate grew to be the nation's eleventh ranking city.

1940 Rank	City	1940 Population	1930 Population	1930 Rank
1	New York, N. Y.	7,380,259	6,930,446	1
2	Chicago, Ill.	3,384,556	3,376,438	2
3	Philadelphia, Pa.	1,935,086	1,950,961	3
4	Detroit, Mich.	1,618,549	1,568,662	4
5	Los Angeles, Calif.	1,496,792	1,238,048	5
6	Cleveland, Ohio	878,385	900,429	6
7	Baltimore, Md.	854,144	804,874	8
8	St. Louis, Mo.	813,748	821,960	7
9	Boston, Mass.	769,520	781,188	9
10	Pittsburgh, Pa.	665,384	669,817	10
11	Washington, D. C.	663,153	486,869	14

Note: Articles on the following States have appeared in recent issues of the *National Geographic Magazine:* West Virginia, August, 1940; Iowa, August, 1939; Tennessee, May, 1939; Connecticut, September, 1938; New Mexico, May, 1938; Mississippi, September, 1937; Kansas, August, 1937; Wisconsin, July, 1937; Indiana, September, 1936; Utah, May, 1936; California, March, 1936, November, 1934; Delaware, September, 1935; Pennsylvania, July, 1935; Maine, May, 1935; Minnesota, March, 1935; Oregon, February, 1934; New York, November, 1933; New Jersey, May, 1933; Washington, February, 1933; Colorado, July, 1932; and Ohio, May, 1932.

Bulletin No. 4, October 14, 1940.

Photograph by Chapin Hall

TODAY'S COVERED WAGONS HAVE REACHED THE LAST FRONTIER

The modern migration of America's nomadic 1930's, which contributed to California's record population gain of 1,196,437 in a decade, pushed westward in a motorized version of the past century's pioneering covered wagons. And in California the wanderers reached the edge of the continent, where the Pacific put a stop to their westward push. Along the shores of the Pacific on Santa Monica beach flows the line of traffic marking the United States' end of continental expansion, on the coastal highway which follows the nation's western margin from San Diego north to San Francisco.

Investments by natives, in agriculture and live stock, real estate, industry, and commerce are about five times that figure.

Note: For additional material on French Indo-China, consult the following articles in the *National Geographic Magazine:* "By Motor Across French Indo-China," October, 1935; "Along the Old Mandarin Road of Indo-China," August, 1931; and "Four Faces of Siva: The Mystery of Angkor," September, 1928. See also The Society's wall map of Asia to locate place names in Indo-China prominent in news dispatches. Costumes of northern hill tribes, Cambodian dancing girls, and native architecture are among the scenes shown in separate color sheets on French Indo-China available from The Society's Washington, D. C., headquarters.

Bulletin No. 5, October 14, 1940.

Photograph by Maynard Owen Williams

ANNAM'S PORTABLE BAKERIES DO BUSINESS ON A RICE STANDARD

The staff of life grows from a grain of rice in French Indo-China, where wheat flour is virtually unknown and thin rice wafers—like big potato chips made of rice—are the leading form of bread. In the tropical coast province of Annam, stacks of wafers at the curbstone bakery shop must be warmed over above the charcoal fire in the brazier (center), or they lose their crispness in the humid market place. The salesgirl vigorously fans the fire before re-toasting her hot cakes.

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